

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Poland	REPORT	<input type="text"/>	25X1
SUBJECT	Warsaw-Bialystok and Malkinia-Siedlce Railroad Lines	DATE DISTR.	7 July 1953	
		NO. OF PAGES	2	
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	RD	
PLACE ACQUIRED	<input type="text"/>	REFERENCES		25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The rails of the Warsaw-Bialystok line, which was reconstructed immediately after the end of the war, were of different lengths. After 1949 these rails were replaced with Type 40 rails. The length of this rail is 18 meters; informant does not remember the weight. The Type 40 rail is similar to Type S, but is somewhat heavier; twelve men are needed for carrying such a rail from place to place by means of tongs. By October 1952, the rails were replaced along the whole Warsaw-Malkinia sector, and for four km. along the line to Bialystok. The rails are laid down on chairs fixed to sleepers. The chair has a groove for mounting the base of the rail; the part of the chair supporting the rail on the outside is higher than that on the inside. It has one hole for the rail bolt screw, while the inside part has two holes. The rail is fastened to the sleeper by means of bolt screws about 18 cm. long. (See attached sketch.) Flat rail chairs and frogs are used on crossings.
2. The rails of the Malkinia-Siedlce line, which was reconstructed immediately after the withdrawal of the Germans, are of different lengths. These rails are of a lighter type than Type S. The rails are mostly fastened by hooks rather than by bolt screws.

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25 YEAR
RE-REVIEW

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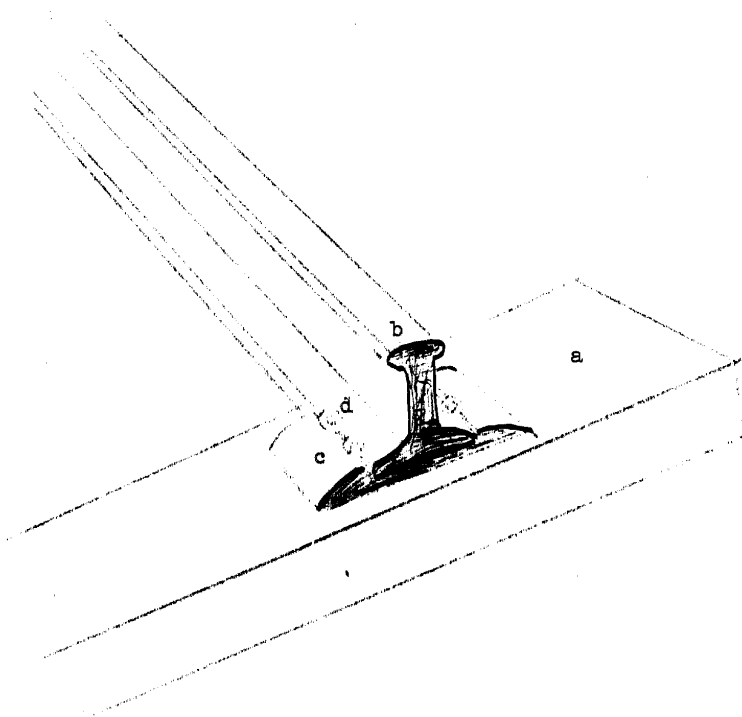
(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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Annex A - Sketch Showing Rail and Sleepers on Warsaw-Bialystok and
Malkinia-Siedlce Railroad Lines



- a - sleeper
- b - rail
- c - rail chair
- d - sleeper screws

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